No. 15

REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Co.,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR, AND TRUSTEES OF SINKING FUNDS.

JUNE, 1861.

BOSTON:
WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.
1861.

DIRECTORS.

CHOSEN AT THE ANNUAL MEETING, JUNE 24, 1861.

JOHN W. BROOKS, *Boston.*
NATHANIEL THAYER, *Boston.*
R. B. FORBES, *Boston.*
H. H. HUNNEWELL, *Boston.*
ELON FARNSWORTH, *Detroit.*
ERASTUS CORNING, *Albany.*
D. D. WILLIAMSON, *New York.*
GEORGE F. TALMAN, *New York.*
J. M. FORBES, *Boston.*

PRESIDENT.

JOHN W. BROOKS.

VICE-PRESIDENT.

H. H. HUNNEWELL.

TREASURER.

ISAAC LIVERMORE.

SUPERINTENDENT.

R. N. RICE.

AUDITOR.

WILLIAM BOOTT.

CLERK.

WILLIAM B. FOWLE, JR.

DIRECTORS' REPORT.

To the Stockholders of the Michigan Central Railroad:—

In connection with this you have the report of Mr. Livermore, Treasurer, showing the financial condition of the Company; of Mr. Rice, Superintendent, detailing the working operations of the Road for the fiscal year just closed; of the Trustees of the Sinking Funds, showing the condition of these funds at the close of last month; also of Mr. Boott, Auditor of the Company.

The bonded debt of the Company, June 1, 1860, was		$7,914,488 89
Less Sinking Funds,—1st,	$142,486 81	
" " " 2d,	17,940 29	
		160,427 10
Net bonded debt,		$7,754,061 79
Add floating debt,		90,781 71
Capital stock,		6,057,820 00
		$13,902,663 50
The bonded debt now is,	$7,968,488 89	
Less Sinking Funds,—		
1st, $216,020 15		
2d, 45,246 44		
	261,266 59	
Net bonded debt,	$7,707,222 30	
Add floating debt,	125,000 00	
Capital stock,	6,057,784 00	
		13,890,006 30
Reduction during the year,		$12,657 20

The gross receipts for the year as shown by the Treasurer's Report, have been, . . .		$2,048,493 91
Operating expenses, . .	$1,049,135 49	
Taxes, ...	88,588 86	
		1,137,724 35
Net income for the year, ...		$910,769 56
Amount paid for interest, exchange, and discount on bonds renewed, .	$684,327 94	
Payments to sinking funds, .	84,500 00	
		768,827 94
		$141,941 62
Add balance of Income Account from last year,		78,205 62
		$220,147 24
Deduct the 3 per ct. dividend of Jan. 19, 1861,		181,713 00
Balance to credit of Income Account, . .		$38,434 24

Although considerable improvements of a permanent character have been made during the past year, nothing has been added to the construction account.

The following comparison of the earnings of the last two years shows the monthly gain or loss of the last as compared with the previous year.

MONTHLY STATEMENT,

Comparing the Earnings of the Years ending May 31, 1860, *and* 1861.

MONTHS.	Year ending May 31, **1860.**	Year ending May 31, **1861.**	Decrease.	Increase.
June, . . .	$119,770 60	$123,085 39	–	$3,314 79
July, . . .	108,303 94	128,393 28	–	20,089 34
August, . .	150,366 20	193,539 74	–	43,173 54
September, . .	210.837 40	251,423 00	–	40,585 60
October, . .	226,077 07	300,474 46	–	74,397 39
November, . .	181,617 17	196,182 27	–	14,565 10
December, . .	132,948 84	129,022 26	$3,926 58	–
January, . .	110,712 24	142,333 70	–	31,621 46
February, . .	107,748 86	119,763 97	–	12,015 11
March, . . .	160,311 53	151,670 54	8,640 99	–
April, . . .	165,741 03	172,613 62	–	6,872 59
May, . . .	158,509 98	149,550 38	8,959 60	–
Totals, . .	$1,832,944 86	$2,058,052 61	Net incr'e	$225,107 75

The earnings of May, 1860, were increased $15,000 by earnings from special trains run to the Republican Convention at Chicago, showing a small gain from the regular traffic.

The through traffic was very much depressed during the Spring months by the derangement of the currency of Illinois, which has been so severe as to destroy nearly the whole medium of circulation in that State, involving a loss to the community of, probably, more than half the amount of the banking capital in the State. It is to be hoped that this severe lesson will lead to the formation of a banking system upon a real specie basis, and thus give confidence to the people and a more regular course to the business of the State.

It will be noted on first page of Mr. Rice's Report that passenger earnings have again fallen off, the loss being $28,279.44, while the gain upon freight has been $255,564.59.

Notwithstanding the continued falling off of passenger earnings and the gain in the freight business, which is the most expensive portion of the traffic, the per cent. of expenses to earnings has been reduced from $53\frac{7}{10}$ per cent. the former year to 51 per cent. for the present.

The course of the passenger and freight business and ratio of expenses to earnings from 1857, our year of largest earnings, to 1861, is shown in the following

TABULAR STATEMENT.

Years ending May 31.	Passenger Earnings.	Freight Earnings.	Tons of Freight moved.	Pr. ct. of earnings used in operating expenses, exclusive of tax.
1857, . . .	$1,610,415 75	$1,413,492 47	328,939	$64\frac{6}{10}$
1858, . . .	1,321,039 56	1,033,748 32	276,294	$59\frac{6}{10}$
1859, . . .	938,609 39	831,435 46	235,123	$53\frac{4}{10}$
1860, . . .	803,507 97	962,621 70	295,276	$53\frac{7}{10}$
1861, . . .	775,228 53	1,218,186 29	378,570	51

The following is a general comparison of the business of the last with the previous year:—

	Years ending May 31.	
	1860.	**1861.**
Passenger earnings,	$803,507 97	$775,228 53
Freight "	962,621 70	1,218,186 29
Miscellaneous "	66,815 19	64,637 79
Total "	1,832,944 86	2,058,052 61
Operating expenses, including taxes,	1,077,483 51	1,137,724 35
Net earnings,	755,461 35	920,328 26
Ratio of expenses, less taxes, to earnings,	53.07	51.
Earnings of freight trains per mile run,	$2 14	$2 23
Tons of freight moved,	295,276	378,570
Average No. of tons carried per train per mile,	98.04	113.83
Expenses of freight trains per mile run,	122.02 cts.	125.88 cts.
Freight earnings per ton per mile,	2.18 cts.	1.96 cts.
Cost of freight per ton per mile,	1.244 cts.	1.106 cts.
Earnings of passenger trains per mile run,	$1 38	$1 48
Number of passengers carried,	324,421	327,775
Average No. of passengers carried per train per mile,	56.38	59.07
Average No. of miles travelled by each passenger,	101.26	94.09
Expenses of passenger trains per miles run,	72.72 cts.	69.33 cts.
Cost of passengers per mile per passenger,	1.290 cts.	1.174 cts.
Miles travelled by passengers,	32,851,610	30,843,245
Tons carried one mile eastward,	26,959,233	43,546,752
Tons carried one mile westward,	17,201,065	18,591,900
Total tons carried one mile,	44,160,298	62,138,652
Proportion of whole tonnage eastward per ct.,	61.05	70.
Proportion of whole tonnage westward per ct.,	38.95	30.

It will be noted in the foregoing comparison that the freight earnings per ton per mile fell off from $2\frac{18}{100}$ cents for the previous to $1\frac{96}{100}$ cents for the last year. This is explained by the last two items in the comparison, showing that the great gain has been in the eastward or produce tonnage, which is carried at a cheaper rate than the westward traffic. These items also show that the improved economy in working the traffic has been made against the disadvantage of a very largely increased proportion of empty cars, which the larger proportion of eastward tonnage has required to be run westward.

While continued efforts have been made to economize the working of the line, large expenditures have been made, improving in some respects the property by more permanent

structures, and in all respects keeping it up to its full value and efficiency.

Among the large items of this character, are

36 miles of new rails.

7 new pile bridges, the whole length about 1,600 feet. This completes the renewal of all the pile bridges upon the line.

4 new highway bridges, about 100 feet each.

27 stone culverts, in place of wooden structures.

1 new, first class passenger car.

128 new, 8-wheels box freight cars. Probably about 100 more will require renewal the coming year.

20 new, 8-wheels platform cars.

Considerable changes and improvements have been made in the locomotive shops at Detroit which we believe will result in still further reducing the cost of locomotive repairs.

Though the reduced cost, per ton per mile, of moving the tonnage of the year shows a very large saving in some of the items of cost, still further reductions may reasonably be hoped for the coming year.

The currency question of Illinois has within a short time begun to assume a better shape. The bills of the broken banks are no longer current, and are beginning to be refused even at the low rates of their real value. They are rapidly going out of circulation—the banks are winding up, and there is good reason to suppose the field may soon be supplied by the good money of other States, which could not obtain a circulation in competition with the poorer bills of the local banks.

With this embarrassment out of the way there is a fair promise for improvement in our through traffic; and we hope, in common with the general interest of the North-west, to suffer but moderately from the state of the country; and by keeping up our property, and working the road with the greatest practicable economy, secure the best results from all we do.

By order of the Board,

J. W. BROOKS, *President.*

BOSTON, June 13, 1861.

TREASURER'S REPORT.

To the President and Directors of the Michigan Central Railroad Company:—

GENTLEMEN,—The Tables herewith submitted, exhibit the present financial condition of the Company, from which it appears that after paying to the stockholders during the year a dividend of three per cent., there remains to the credit of Income Account a balance of $38,434.24.

A comparison of the business of the year which has just closed with that of the year previous, exhibits as a result, that from June 1st, 1859, to June 1st, 1860, the gross receipts of the road were insufficient in the amount of $30,770.35, to meet its operating expenditures, interest and payment to Sinking Fund, while for the year just expired the excess of gross receipts over all of the above mentioned payments, including a first payment to the new Second Sinking Fund, established as additional security to those Bonds which were issued in lieu of others which matured in 1860, amounting to $9,500, has been $141,941.62, thereby showing an improvement in net results over last year, of $172,711.97.

The above comparison may be more concisely stated by the following figures:—

From June 1, 1859, to June 1, 1860—		
The gross receipts were		$1,852,473 17
operating expenditures, .	$1,077,483 51	
interest and exchange, .	730,760 01	
sinking fund payments, .	75,000 00	
Total expenditures, ...		$1,883,243 52
Net loss, ...		$30,770 35

From June 1, 1860, to June 1, 1861—		
The gross receipts were		$2,048,493 91
operating expenditures, .	$1,137,724 35	
interest and exchange, .	684,327 94	
sinking fund payments, .	84,500 00	
Total expenditures, ...		$1,906,552 29
Net gain, ...		$141,941 62

The addition of the loss of the previous year with the gain of the year just expired, gives the amount $172,711.97 as the net improvement in the business of the year just closed over that of the year ending June 1, 1860.

The Floating Debt of the Company now stands at $125,000. This can at any time be liquidated by the sale of Bonds still undisposed of, authorized to be issued in lieu of others heretofore paid and cancelled, and by other available assets. The depressed condition of securities rendering it undesirable to urge a sale for the purpose of extinguishing the small debt above alluded to, it has been considered preferable, for the time being, to continue the debt in its present form.

The Bonded Debt has, during the year, been increased to the extent of $54,000. This increase has arisen from the sale of Bonds to that amount, as a renewal of others of an equal amount paid and cancelled during the year previous.

A statement from the Trustees, of the present condition of the two Sinking Funds, will be found attached hereto.

Respectfully submitted,

ISAAC LIVERMORE, *Treasurer.*

BOSTON, June 12, 1861.

[A.]

DR. *The Michigan Central Railroad Company, in General Account.* *Contra.* CR.

1861.			1861.		
June 1,	To Capital Stock, ...	$6,057,784 00	June 1,	By Construction, No. 1, purchase of Road,	$2,000,000 00
	Bond Account, viz.:—			Construction, No. 2, expenditures since purchase, ...	10,847,238 17
	6 per cent. Sterling Bonds, unconvertible, 1st Mortgage, ... $467,488 89			Cash on hand, ...	26,079 57
	8 per cent. Sterling Bonds, convertible, 1st Mortgage, 500,000 00			Accounts and Bills Receivable, . . .	148,629 12
	8 per cent. Bonds, unconvertible, plain, ... 250,000 00			Assets in hands Oliver Macy, General Receiver, ...	9,203 21
	8 per cent. Bonds, convertible, 1st Mortgage, . . . 2,598,000 00			Assets in hands R. N. Rice, General Superintendent, ...	30,022 01
	8 per cent. Bonds, convertible, 1st Mortgage, Sinking Funds, ... 4,153,000 00			New Albany and Salem Railroad Co. Stock, ...	609,763 99
		7,968,488 89		Joliet and Northern Indiana Railroad Stock, ...	168,225 00
	To Income Account, balance of this Acc't,	38,434 24		Joliet and Northern Indiana Railroad, Construction, ...	40,768 18
	Unpaid Dividends, ...	1,942 00		Steamboats, ...	311,719 88
	Bills Payable, ...	125,000 00			
		$14,191,649 13			$14,191,649 13

(E. E.)

BOSTON, June 1, 1861.

ISAAC LIVERMORE, *Treasurer.*

[B.]

Dr.	*Income Account.*	*Receipts of Road.*		*Contra.*	Cr.
1861.			1861.		
June 1,	To Balance of this Account, per Treasurer's Report of June 1, 1860, . .	$78,205 62	June 1,	By Dividend of three per cent., payable January 19, 1861, ...	$181,713 00
	Receipts of Road from June 1, 1860, to June 1, 1861, per statement C, .	2,048,493 91		Operating Account from June 1, 1860, to June 1, 1861, ...	1,137,724 35
				Annual payments towards Sinking Funds, ...	84,500 00
				Interest and Exchange Account, from June 1, 1860, to June 1, 1861, . .	684,327 94
				Balance to new account, ...	38,434 24
		$2,126,699 53			$2,126,699 53
1861.					
June 1,	To Balance of Income Account this day,	$38,434 24			

(E. E.)

Boston, June 1, 1861.

ISAAC LIVERMORE, *Treasurer.*

Gross Receipts of Road for Year ending May 31, 1861.

Months.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.
1860.					
June,	$61,577 00	$68.306 56	$3,345 61	$133,229 17	
July,	42,454 14	70,987 19	12,060 99	125,502 32	
August,	95,468 61	67,331 44	12,418 35	175,218 40	
September,	152,249 39	94,965 93	1,445 33	248,660 65	
October,	156,237 32	108,185 78	1,827 85	266,250 95	
November,	149,849 39	75,826 63	1,804 29	227,480 31	
December,	99,675 49	52,104 17	13,366 65	165,146 31	
1861.					
January,	51,405 23	50,414 56	4,505 96	106.325 75	
February,	90.274 06	58,403 08	2.027 16	150,704 30	
March,	103.197 91	53,206 51	8,937 00	165.341 42	
April,	80,926 21	48.461 39	5,646 25	135 033 85	
May,	88,419 95	52,757 25	8,423 28	149,600 48	
	$1,171,734 70	$800,950 49	$758,08 72		$2,048,493 91
					$2,048,493 91

Operating Account and Interest for Year ending May 31, 1861.

Date.	Account.	Amount.	Amount.
1861. June 1,	Road Repairs,	$268,880 44	
	Building Repairs,	40,846 30	
	Locomotive Repairs,	85.023 39	
	Car Repairs,	115,212 94	
	Locomotive Service,	45,911 70	
	Train Service,	37,309 48	
	Station Service,	256,259 66	
	Fuel,	117,788 73	
	Oil and Waste,	23,218 42	
	Stationery and Printing,	14,913 46	
	Taxes,	88,588 86	
	Telegraph,	11,560 66	
	Miscellaneous,	31,179 55	
	Steamers,	1,030 76	
			$1,137,724 35
	Amount of payments towards Sinking Funds, Interest, Exchange, and Discount on Bonds renewed, from June 1, 1860, to June 1, 1861,		84,500 00
			684,327 94
	Balance, being net receipts of the year ending May 31, 1861,		141,941 62
			$2,048,493 91

(E. E.)

Boston, June 1, 1861.

ISAAC LIVERMORE, *Treasurer.*

TRUSTEES' REPORT.

To the President and Directors of the Michigan Central Railroad Company:—

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer, and H. H. Hunnewell, Trustees, under date of September 29, 1857, Report: That the accompanying statements show the present standing of the Sinking Funds, the care of which was intrusted to them, by which it appears that the balance to the credit of the First Sinking Fund on the 31st of May, 1861, was in

Bonds, at par,	$216,000 00
Cash in Boston Bank subject to order of the Trustees,	20 15
	$216,020 15

To credit of the Second Sinking Fund on the 31st of May, 1861, was in

Bonds, at par,	$45,000 00
Cash in Boston Bank (order of Trustees,)	246 44
	$45,246 44

Statement of the present standing of the Michigan Central First Sinking Fund.

Cash in Boston Bank, as per statement June 15, 1860,		$486 81
Received October 1, 1860, for 142 Coupons of $40 each,		5,680 00
Received October 25, 1860, from Isaac Livermore, Esq., Treasurer, being third annual payment on account of First Sinking Fund,		60,000 00
Received April 1, 1861, for 208 Coupons, at $40 each,		8,320 00
Cost of $43,000 in Bonds, at 100 per cent.,	$43,000 00	
Cost of $2,000 in Bonds, at 99¾ per cent.,	1,995 00	
Amount carried forward,	$44,995 00	

Amount brought forward, ...	$44,995 00	
Cost of $10,000 in Bonds, at 99⅛ per cent., . .	9,912 50	
Cost of $11,000 in Bonds, at 97 95/100 per cent., .	10,774 50	
Cost of $8,000 in Bonds, at 99½ per cent., . .	7,960 00	
Commission on purchase of above Bonds, at 1 per cent. on cost of same, ...	736 42	
Proportion of expenses for clerk hire, postages, &c.,	88 24	
Balance Cash in Boston Bank, (order of Trustees,)	20 15	
	$74,486 81	$74,486 81

Statement of the present standing of the Michigan Central Second Sinking Fund.

Received October 1, 1860, for 18 Coupons, at $40 each, . .		$720 00
Received October 29, 1860, from Isaac Livermore, Esq., Treasurer, being second annual payment on account of Second Sinking Fund, ...		24,500 00
Received April 1, 1861, for 43 Coupons, at $40 each, . .		1,720 00
Balance due Boston Bank, as per statement rendered June 15, 1860, ...	$59 71	
Cost of $25,000 Second Sinking Fund Bonds, at 97⅜ per cent., ...	24,343 75	
Cost of $2,000 Second Sinking Fund Bonds, at 99½ per cent., ...	1,990 00	
Commission on above purchase of Bonds, being 1 per cent. on cost of same, ...	263 34	
Proportion of expenses for clerk hire, postages, &c.,	36 76	
Balance Cash in Boston Bank, (order of Trustees,)	246 44	
	$26,940 00	$26,940 00

We have also countersigned twelve hundred and seventy-four Mortgage Bonds, $1,000 each, due in 1882, and exchanged the same for an equal number of old Bonds, due in 1860, being all but *one* of the Bonds due in that year, which have been cancelled, as provided for in the Mortgage.

N. THAYER,
J. M. FORBES,
H. H. HUNNEWELL,
Trustees.

BOSTON, June 18, 1861.

AUDITOR'S REPORT.

To the Directors of the Michigan Central Railroad Company.

BOSTON, June 18, 1861.

GENTLEMEN,—I have examined the Treasurer's books in Boston, and the Superintendent's in Detroit, for the year ending May 31st, and have found them to be correctly kept, and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

SUPERINTENDENT'S REPORT.

MICHIGAN CENTRAL RAILROAD OFFICE,
DETROIT, June 8, 1861.

J. W. BROOKS, Esq., *President.*

SIR,—The following Statement and Tables relating to the operations of the Road for the year ending on the 31st ultimo, is respectfully submitted.

BUSINESS OF THE ROAD.

The result of the year's traffic exhibits the following totals:

Earnings from Passengers, ...	$775,228 53
Freight, ...	1,218,186 29
Mail and Express, &c., . .	64,637 79
	$2,058,052 61

In comparison with previous year, they exhibit the following result:—

Decrease in Passenger earnings, . . .	$28,279 44
Increase in Freight earnings, ...	255,564 59
Decrease in Mail and Express, ...	2,177 40
Total increase this year over last, of . .	$225,107 75

Showing a gain of $12\frac{3}{10}$ per cent.

Table E, accompanying this, shows in detail more fully the comparison with previous years in the various classes of business.

It is quite evident that the Passenger business of the road is injured to some extent by the war, as will be seen in the com-

parisons of the last four months' earnings, as shown in Table B. The Passenger traffic of some of the lines south and east of us are not affected in like manner, they being to a greater or less extent participants in the transportation of troops, munitions of war, and other business incidental to the war, in which this line, from its geographical position, does not participate. Our natural business from the South has been almost entirely cut off by the present state of non-intercourse with that region.

As an explanation of the *large* deficiency in Passenger earnings of May, as compared with the year previous, it is proper to state, that in May, 1860, the receipts of the road from delegates to the Republican Convention at Chicago, were upwards of $15,000, reducing the actual difference in the regular business to about $6,000, or say 10 per cent. for that month, which is about the average falling off in the last four months of the closing year. The falling off in total receipts from Passenger business for the year, is 3½ per cent., while in Table K, it will be seen, there has been a saving of about 60,000 miles run of Passenger trains, or say 10 per cent.

The earnings from Freight show an increase over previous year of $255,564.59, equal to 26 per cent., but the mileage for Freight service is increased about 21 per cent.;—this appears less favorable, as compared with the Passenger mileage, but the result is quite satisfactory when taking into consideration, that of the increase in Freight earnings upwards of 90 per cent. is from eastward bound; thus rendering it necessary to run a larger proportion of empty trains westward.

It will be observed by reference to Table C, that of the increased earnings from Freight, $120,121.27 was upon wheat and flour; the remainder, $135,443.32, upon other Freights, showing that less than one-half of the gain has been upon the principal staple of the State, which demonstrates the increasing development of our miscellaneous freighting business, rendering the road less and less dependent upon the full or partial yearly success of the great staples.

An important feature of the freighting business, is the live stock;—the number of neat cattle moved during the year, reaching 60,857 head. Of small animals and horses, 80,574; the former showing an increase of nearly 100 per cent. over the two previous years, the latter a small decrease. The larger propor-

tion of cattle transported are from Chicago, but a considerable percentage of the smaller animals are from local points.

There are many important articles transported upon the line, purely local in their nature, such as apples, garden roots, wool, lumber, &c., &c., which show a steady gain from year to year, and have an important influence in adding yearly to its local business. The transportation of apples has this year been 100,975 barrels, about 40 per cent. more than last, and 150 per cent. larger than in 1857. This trade is entirely local, and an increased interest among farmers is manifested from year to year in the introduction of the best varieties of fruit for the supply of western markets, promising at no distant day to become one of the important exports of the State, and furnishing to this company in the season, a profitable article of transportation. Taken from stations upon the eastern division, their destination as a rule being Chicago and western markets, they furnish us westward loading for many cars which would otherwise be run empty.

The most reliable information from all parts of the State, give promise of a large wheat crop this season, fully equal to that of last, and a like flattering prospect is evident with every other product of the farm.

COST OF OPERATING.

By reference to Table I, it will be seen, that the total amount to the debit of Operating Expenses has been $1,137,724.35, which amount (exclusive of taxes,) is equal to 51 per cent. of earnings.

Included in this year's expenses are renewals of various kinds to more than the average of the past three years; among the items some of the most prominent are:—

36 miles new rails.
11 new bridges.
27 stone culverts.
32 miles new fence.
169 new cars of the different kinds.

REPAIRS OF ROAD,

Is one of the most prominent accounts going to make up cost of operating, and one that must necessarily fluctuate from year

to year, being in a great measure governed by circumstances beyond control; the severity and nature of the cold season having an important bearing upon the destruction of rails as well as rolling stock. The last winter proved to be one of unusual severity in this respect.

In addition to the ordinary daily repairs of track, there have been renewals of track, bridges, culverts and fences, as follows:

3,453 tons of new rails, (paid for in part with old iron,) equal in the road to 36 miles of track.
2,700 tons rails (equal to 28 miles) taken up, welded at ends, and replaced in track.
66,978 new ties.
20,500 new chairs.
$70\frac{527}{2000}$ tons new spike.
7 new pile bridges, aggregate length being about 1,600 feet.
4 highway bridges—400 feet.
27 stone culverts and cattle passes, to replace others originally built of wood.
20 miles post and board fence, and 12 miles rail fence, to replace same amount of old that was past repair.

The renewal of pile bridges is through with, and the accounts for a long time will be relieved of this item of expense. It will be necessary to continue the renewal of culverts to a moderate extent, until the remaining wooden ones are replaced by those of a permanent nature, after which no further expenditure will be required upon this heretofore important item.

Those passing over the line can bear testimony to its *present* good condition, and it is desirable that the cold season shall find the track in equally good order, its condition at the commencement of the winter months having an important influence upon its own cost for current repairs, as well as to that upon the Rolling Stock. This department is, upon the Eastern Division, under the charge of C. H. White as Superintendent, and the Western Division of S. R. Johnson; who also have charge, upon their respective divisions, of all bridges and fences.

BUILDING REPAIRS.

Besides the ordinary repairs of buildings, in this year's account, considerable modifications have been made in the company's machine shop at Detroit; extensive repairs to the building being necessary, it was deemed judicious to transfer some branches of work from the second story, concentrating all work practicable upon the first floor, and under the more immediate supervision of the Superintendent of Repairs. To accomplish this, it was necessary to erect a one-story brick addition upon the vacant ground between the machine shop and the blacksmith shop, requiring two side walls only and roof. This improvement has been completed, and is now occupied; the size of the shop, now containing nearly all the machinery and tools, and in which the greater part of the work connected with the locomotive department is done, being 190 by 92 feet; adjoining it and connected by tracks through doorways, is the blacksmith and boiler shops, 180 by 52 feet. Steam pipes, for warming, have been put in both engine houses and machine shops in Detroit this year.

A new and powerful windmill, for pumping water, has been erected at Chicago.

Passenger-house, at Detroit, has been repaired and painted on the outside.

All the station buildings at Dowagiac, Decatur and Lawton, have been re-painted.

The buildings upon the line, with few exceptions, are in a good state of repair, but it will be necessary soon to make considerable repairs upon the Michigan city engine-house and shop, and also some repairs upon those at Marshall. It will be necessary to expend something in the renewal of passenger-house at Battle Creek, and for extensive repairs of the freight depot at same place. This passenger house being the only one upon the line that was not constructed entirely new from foundation upon the transfer of the road by the State in 1846. Re-painting of the wooden buildings should go on to a moderate extent, as a matter of economy in their preservation.

LOCOMOTIVE REPAIRS.

The expenses of this branch although a little larger in the aggregate than last year, seems to be quite satisfactory, inas-

much as there has been a large amount of work done upon the engines, resulting in their present condition being much better than at the close of my last year's Report.

Another reason has operated to the disadvantage of this branch of expenses; namely, the fluctuations of the Freight business, requiring extra engines for a few days at a time, while upon other days regular trains would only be partially loaded, causing at times extra expense in hauling property, and repairs of engines, which could not well be offset in a slack time of a day or two, by disbanding regular trains, it being necessary to run trains with regularity for the proper accommodation of the business. Running extra trains, caused extra enginemen and firemen, whose services in the shops never are as profitable as those of regular shopmen.

Among the renewals of the past year are the following:—

348 tender and truck wheels.
55 tender and truck axles.
7 crank driving axles.
4 straight driving axles.
8 wrought driving wheels.
11 cast driving wheels.
13 head lamps.
75 rings wrought tire.
22 rings cast chilled tire.
4 locomotive cabs.
21 locomotive pilots.
6 tender frames, three of them with running gear complete.
14 flue sheets.
22 engines have had their flue sheets taken out and re-set.

In making the improvements in Detroit shops for the more economical working of this department, a part of the programme not yet completed, was the construction of a new and improved stationary engine, to replace that now in use, which, besides being expensive in its consumption of fuel, is deficient in power for the work required. The new engine although not an expensive one, will this year be built and placed in a different locality, not only to the advantage of the locomotive department, but to the relief of the shops connected with the car

department, (the machinery of which is run by same engine,) the space occupied by the present engine and boiler being needed by that branch of the shops, to admit of a transfer of a portion of its work from the second to the first floor, with a view of a similar concentration of work as that alluded to in the change of locomotive shop.

The locomotive shops are still under the supervision of A. S. Sweet, Jr., as master mechanic.

CAR REPAIRS.

The cost chargeable to this department is more than last year to the amount of about $38,000.

This additional expenditure has been necessary by reason of the large number of cars which on account of age it has become imprudent longer to use.

The following cars have been replaced this year by new ones, all built in the company's shops:—

1 first class passenger car.
128 large, 8-wheel freight cars.
20 large, 8-wheel platform cars.
11 hand cars.
9 wood cars.

Making a total of 169 cars of all kinds, to replace same number of others taken to pieces.

Besides the above renewals, the following extra work has been done the past year.

32 first class passenger cars re-painted and varnished.
7 second class passenger cars re-painted and varnished.
4 baggage cars re-painted.
201 large freight cars re-painted.
84 large freight cars furnished with new roofs.

Taking into account the above important items of construction and renewals, the amount chargeable to the ordinary current repairs have been light.

To keep the stock of cars fully up to the standard number, it may be necessary to add 100 new, first class freight cars the coming year, to replace a like number unfit by age for use.

This department is still under the charge of J. B. Sutherland, as superintendent of construction and repairs.

LOCOMOTIVE, TRAIN AND STATION SERVICE.

The two former accounts are somewhat larger than the increased percentage of earnings, which is attributed to the fluctuations of freight business requiring more extra trains for the work, than would have been necessary with a more uniform traffic.

Station service compares quite favorably with preceding year, being about five per cent. less; but this account is of that nature, to a great extent, not susceptible of being influenced by the fluctuations of business, excepting among the lower grades of service.

FUEL, OIL AND WASTE.

These accounts combined amount to but a fraction more than last year, showing an improvement in cost of these items of about six and one-half per cent., that being the percentage of increase in mileage of trains.

TELEGRAPH LINE.

Another year's successful working of the telegraph line strengthens the belief in its great value to any long line of road. A portion of the working cost this year includes new cedar poles for about forty miles of the line, the intention being to re-set with cedar eighty-nine miles, to take the place of oak poles originally put in upon that portion of the line.

The office of superintendent of telegraph line has been dispensed with, and it is believed that this item of cost in its working can be saved without prejudice to the line, the supervision of trains being under the charge of competent train despatchers, their whole attention, day and night, being devoted to the safe movement of trains.

R. N. RICE, *General Superintendent.*

TABLES

TO

SUPERINTENDENT'S REPORT.

1861.

[A.]

STATEMENT *of the Number of Way Passengers, and the Earnings from the same, for the Years ending May* 31, 1860, *and May* 31, 1861.

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1860.	Year ending May 31, 1861.	Year ending May 31, 1860.	Year ending May 31, 1861.
1860.				
June, . . .	21,108½	19,495½	$28,941 59	$26,037 66
July, . . .	24,088	24,004	30,172 94	30,038 96
August, . .	21,868½	22,493½	30,966 75	30,180 48
September, . .	24,680½	29,615½	40,327 40	43,212 08
October, . .	28,836½	32,867	43,329 24	46,942 62
November, . .	20,732	21,371	30,213 69	30,579 40
December, . .	18,766	18,314	25,973 42	25,455 63
1861.				
January, . .	16,642½	17,237½	22,922 22	23,248 12
February, . .	16,274½	15,503	22,025 68	20,693 70
March, . . .	20,715	21,707½	28,346 10	26,940 41
April, . . .	18,691	21,757	27,452 57	28,256 19
May, . . .	19,352	18,299½	30,884 81	25,425 13
Totals, . .	251,755	262,665	$361,556 41	$357,910 38

[B.]

STATEMENT *of the whole Number of Passengers, and the Earnings from the same, for the Years ending May* 31, 1860, *and May* 31, 1861.

MONTHS.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1860.	Year ending May 31, 1861.	Year ending May 31, 1860.	Year ending May 31, 1861.
1860.				
June, . . .	28,319½	25,507½	$67,510 35	$62,304 68
July, . . .	29,933	29,132	62,118 62	62,408 87
August, . .	28,776½	28,803	70,053 23	72,129 20
September, . .	33,834½	37,139	93,594 88	94,740 85
October, . .	36,961	41,264½	89,198 05	101,127 64
November, . .	27,263	27,479	69,294 35	69,047 75
December, . .	23,004	22,426	53,169 56	51,396 65
1861.				
January, . .	19,750½	20,143	43,814 94	42,277 36
February, . .	19,482	18,178	44,377 73	38,305 37
March, . . .	25,894	26,377	64,355 94	57,820 69
April, . . .	24,354½	27,387½	66,119 36	64,782 84
May, . . .	26,849	23,938½	79,900 96	58,886 63
Totals, . .	324,421½	327,775	$803,507 97	$775,228 53

[C.]

STATEMENT, *showing the Amount received from Wheat and Flour, and all other Freights, for the Years ending May* 31, 1860, *and May* 31, 1861.

MONTHS.	AMOUNT RECEIVED FROM WHEAT AND FLOUR.		AMOUNT RECEIVED FROM OTHER FREIGHT.	
	Year ending May 31, 1860.	Year ending May 31, 1861.	Year ending May 31, 1860.	Year ending May 31, 1861.
1860.				
June,	$6,124 50	$7,759 39	$40,642 90	$47,784 46
July,	3,123 84	9,258 09	37,568 63	51,142 98
August,	21,431 48	47,176 46	51,308 64	68,891 72
September,	43,071 40	58,681 46	68,679 96	92,834 70
October,	55,998 59	79,937 77	75,387 58	113,691 24
November,	35,767 45	41,628 97	71,062 52	79,854 86
December,	9,702 46	11,897 08	64,732 58	60,403 94
1861.				
January,	6,905 73	18,867 26	54,755 58	75,882 75
February,	6,964 56	17,972 33	51,238 23	58,389 41
March,	9,910 00	11,965 58	80,735 78	76,642 98
April,	13,102 95	18,161 76	81,101 86	84,376 97
May,	11,932 96	20,851 04	61,371 52	64,133 09
Totals,	$224,035 92	$344,157 19	$738,585 78	$874,029 10

[D.]

STATEMENT *of the Earnings of the Michigan Central Railroad from June* 1, 1860, *to May* 31, 1861, *inclusive.*

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
1860.				
June,	$62,304 68	$55,543 85	$5,236 86	$123,085 39
July,	62,408 87	60,401 07	5,583 34	128,393 28
August,	72,129 20	116,068 18	5,342 36	193,539 74
September,	94,740 85	151,516 16	5,165 99	251,423 00
October,	101,127 64	193,629 01	5,717 81	300,474 46
November,	69,047 75	121,483 83	5,650 69	196,182 27
December,	51,396 65	72,301 02	5,324 59	129,022 26
1861.				
January,	42,277 36	94,750 01	5,306 33	142,333 70
February,	38,305 37	76,361 74	5,096 86	119,763 97
March,	57,820 69	88,608 56	5,241 29	151,670 54
April,	64,782 84	102,538 73	5,292 05	172,613 62
May,	58,886 63	84,984 13	5,679 62	149,550 38
Totals,	$775,228 53	$1,218,186 29	$64,637 79	$2,058,052 61

[E.]

COMPARATIVE STATEMENT

Of Passenger and Freight Business, for the Years ending May 31, 1860, *and* 1861.

	PASSENGERS.										PASSENGER TOTALS.	
	EAST.				WEST.							
	LOCAL.		THROUGH.		LOCAL.		THROUGH.		EMIGRANTS.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1860,	125.334½	$178,382 32	34.304	$217,600 30	126,420½	$183.174 09	31,720½	$211,203 50	6,642	$13,147 76	324,421½	$803.507 97
Correspond'g period, 1861,	130,386	177,473 34	30,062	206,440 27	132,279	180,437 04	28,796½	201,205 41	6,251½	9,672 47	327,775	775,228 53
Increase,	5,051½	–	–	–	5,858½	–	–	–	–	–	3,353½	–
Decrease,	–	908 98	4,242	11,160 03	–	2,737 05	2,924	9,998 09	390½	3,475 29	–	28,279 44

COMPARATIVE STATEMENT—CONTINUED.

	FREIGHT.				TOTAL FREIGHT.	MAIL AND EXPRESS.	TOTAL EARNINGS.
	EAST.		WEST.				
	LOCAL.	THROUGH.	LOCAL.	THROUGH.			
	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.
1860,	$295.715 98	$210,878 70	$275.374 30	$180,652 72	$962,621 70	$66,815 19	$1.832,944 86
Correspond'g period, 1861,	414.552 48	329,796 78	279.920 02	193,917 01	1,218,186 29	64,637 79	2,058.052 61
Increase,	118,836 50	118,918 08	4,545 72	13,264 29	255,564 59	–	225,107 75
Decrease,	–	–	–	–	–	2,177 40	–

[F.]

CONDENSED STATEMENT

OF THE BUSINESS OF THE MICHIGAN CENTRAL RAILROAD FOR THE LAST SIX YEARS.

YEARS ENDING	Number of Way Passengers.	No. of Through Passengers.	Total Number of Passengers.	No. of Tons of Freight moved.	Gross Earnings.	Operating Disbursements, including Taxes.	Net Earnings.
May 31, 1856, ...	389,510	161,270	550,780	231,293	$2,800,442 81	$1,571,817 99	$1,228,624 82
May 31, 1857, ...	406,600½	187,029½	593,630	328,939	3,104,602 69	2,083,199 36	1,021,403 33
May 31, 1858, ...	307,272	154,684½	461,956½	276,294	2,428,757 52	1,531,218 04	897,539 48
May 31, 1859, ...	269,358	92,169	361,527	235,123	1,838,129 67	1,072,732 88	765,396 79
May 31, 1860, ...	251,755	72,666½	324,421½	295,276	1,832,944 86	1,077,483 51	755,461 35
May 31, 1861, ...	262,665	65,110	327,775	378,570	2,058,052 61	1,137,724 35	920,328 26

[G.]

MONTHLY STATEMENT

Of Freight moved during the Year ending May 31, 1861.

ARTICLES.		JUNE.	JULY.	AUGUST.	SEPT'R.	OCTOBER.	NOV'R.	DEC'R.	JAN'Y.	FEB'Y.	MARCH.	APRIL.	MAY.	Totals.
Apples,	bbls.	175½	1,309	10,736	18,675	36,977	19,721½	4,667	902	931	3,779	2,968	134	100,975
Ale and Beer,	"	591¼	509¾	595	497½	481¾	427¼	348¼	254½	276	448¼	458¾	451¼	5,340
Ashes,	tons,	25	13	9	9	7	7	9	7	12	16	11	39	164
Barley,	bush.	2,586	689	4,807	23,353	34,328	25,094	7,086	8,773	4,270	9,937	4,799	2,893	128,615
Beans,	"	54	–	268	748	141	266	1,127	1,034	5,174	3,541	1,033	1,138	14,524
Bran and Shorts,	tons,	249	225	304	453	358	192	160	151	96	183	201	192	2,764
Beef,	bbls.	238	151	149	381	7,753	2,010	1,199	625	766	955	2,737	1,496	18,460
Butter,	tons,	112	77	97	190	116	82	49	57	46	42	64	116	1,048
Corn,	bush.	18,042	43,493	85,526	41,776	57,998	24,997	22,945	124,643	34,858	17,245	54,891	75,221	601,635
Corn Meal,	bbls.	234	689	1,065	963	1,566	509	154	1,338	283	26	206	232	7,265
Cheese,	tons,	80	57	113	163	129	66	6	1	5	14	27	21	682
Cranberries,	bbls.	1	–	4	143	836	881	308	103	39	65	92	35	2,507
Coal,	tons,	357	512	457	311	637	665	576	466	595	565	493	661	6,295
Fruit, dried,	"	17	29	13	1	44	142	81	52	63	119	88	37	686
Flour,	bbls.	19,881½	14,847½	70,157½	100,500	133,050	96,526	33,334	57,850	44,316	28,634	40,276½	52,471	691,844
Furniture and Luggage,	tons,	209	193	210	257	455	344	248	167	188	331	407	381	3,390
Grass and Clover Seed,	"	5	3	317	278	142	186	63	157	173	361	110	12	1,807
Garden Roots,	bush.	2,790	840	921	6,659	12,462	5,391	321	8	6,468	13,753	32,074	50,375	132,062
Ham and Bacon,	tons,	6	13	7	13	36	123	215	363	269	215	330	197	1,787
High Wines,	bbls.	578	898	613	532	881	878	1,026	1,206	870	694	3,501	2,416	14,093
Hides,	tons,	84	52	26	130	200	288	223	153	192	321	283	160	2,112
Iron and Nails,	"	327	322	414	378	491	500	199	129	118	226	325	349	3,778
Lime,	"	179	87	167	93	171	189	8	31	14	82	88	201	1,310
Lumber,	feet,	1,605,413	1,642,092	1,765,387	1,497,603	2,099,658	1,726,133	1,452,415	1,250,188	1,570,171	1,737,525	1,333,842	1,584,374	19,264,801
Laths,	tons,	128	176	132	124	101	95	40	7	11	31	51	136	1,032
Leather,	"	45	68	69	108	115	76	51	69	54	87	59	46	847
Merchand'e, miscellane's,	"	4.284	4,441	6,498	9,011	10.165	6,035	5,296	4.372	4,517	6,817	6.350	4,846	72,632
Oats,	bush.	7,589	16,666	12.759	43,506	49,414	23,111	18.252	13,816	16,335	37,958	1,647	30.642	271,695
Other Agricultural prod.,	tons,	156	88	73	121	418	673	281	92	60	240	241	278	2,721
Plaster,	"	93	30	268	698	534	195	52	646	1,265	1,493	2,357	775	8,406
Pig Iron,	"	127	13	57	122	62	24	29	10	44	64	88	39	679
Pelts and Skins,	"	25	25	10	24	42	15	20	26	21	28	22	45	303
Pork,	bbls.	90	195	370½	935	189	883	2,495	11,602	4,519½	4,995½	3,024	2,816½	32,115

Pork in Hog, . . .	tons,	–	–	–	–	2	182	1,347	4,755	1,649	11	1	1	7,948
Salt, ...	bbls.	2,528	1,666	3,377	3,052	5,931	3,350	1,579	701	351	300	701	1,149	24,685
Stoves, ...	tons,	36	43	125	127	188	96	92	15	14	7	42	47	832
Shingles, . . .	M.	1,200¼	777½	783½	740¾	618½	557	191¼	115¾	556	484¼	760½	1,232	8,017¼
Wool, ...	tons,	386	634	48	40	16	11	6	11	10	46	20	19	1,247
Wheat, ...	bush.	33,468	61,069	279,616	309,414	408,144	127,714	19,897	41,032	44,455	45,884	63,189	65,016	1,498,898
Whiskey, . . .	bbls.	572½	787	636	866½	766½	955½	892	1,350	377	510	565½	429½	8,708
Cattle, Neat, . . .	No.	4,021	6,655	4,994	6,089	5,595	4,001	2,237	4,218	2,915	5,683	6,785	7,664	60,857
Horses, ...	No.	43	67	70	78	101	82	47	54	37	148	90	96	913
Hogs, ...	No.	3,597	1,979	4,905	3,772	6,289	9,291	7,223	6,688	2,935	3,210	6,166	5,115	61,170
Sheep, ...	No.	1,460	1,999	1,557	2,120	3,564	1,083	418	1,692	1,338	1,396	1,329	535	18,491
Wood, ...	cords,	18	1	68	86	84½	147¼	93½	168	810¾	234½	132½	37	1,881
Stone, Sand and Brick, .	tons,	588	1,407	4,252	2,396	318	290	181	11	187	72	134	118	9,954
Total, in tons, . .	. .	17,422	20,717	40,321	46,444	57,451	35,571	20,463	31,079	24,706	25,879	29,312	29,195	378,570

[H.]

STATEMENT, *showing the Total Amount of Freight moved in the following Years.*

ARTICLES.		YEARS ENDING MAY 31,					
		1856.	**1857.**	**1858.**	**1859.**	**1860.**	**1861.**
Apples,	bbls.	50,445½	40,966	55,368½	12,625	73.245	100,975
Ale and Beer,	"	2,891	4,486	4,522	5,863½	5,158½	5,340
Ashes,	tons,	82	159	189	183	261	164
Barley,	bush.	29,160	25,230	22,023	22,977	24,478	128,615
Buckwheat Flour,	tons,	56	119	96	8	–	–
Beans,	bush.	1,423	9,054	8,057	14,399	5,735	14,524
Bran and Shorts,	tons,	1,797	2,055	2,158	3.047	2.689	2.764
Beef,	bbls.	7,773	1,814	11,380	3,286⅔	22,420	18,460
Butter,	tons,	325	282	585	415	631	1.048
Corn,	bush.	495,862	667,971	244,691	307,867	322,269	601,635
Corn Meal,	bbls.	5,912	4,059	2,559	3,405	7,171	7,265
Cheese,	tons,	489	628	770	284	672	682
Cranberries,	bbls.	224	6,601	1,624	1,847	250	2.507
Coal,	tons,	2,652	2,614	2,719	3,298	5,173	6,295
Fruit, dried,	"	813	2,555	462	220	399	686
Flour,	bbls.	319,722½	371,734½	519,455½	383,623	514,224	691,844
Furniture & Luggage,	tons,	4,586	5,735	4,381	3,359	3,697	3,390
Grass Seed,	"	603	475	383	338	1.014	1.807
Garden Roots,	bush.	44,733	100,433	107,482	111,572	33,835	132,062
Ham and Bacon,	tons,	337	984	1,084	1,012	1,584	1.787
High Wines,	bbls.	5,160	4,715	3.338	2.862	7,114	14,093
Hides,	tons,	672	910	1,336	1.856	1,487	2,112
Iron and Nails,	"	4,674	5,757	3,374	3,550	3,427	3.778
Lime,	"	1,479	1,246	1,429	1,531	1,577	1,310
Lumber,	feet,	18,823,724	23,758,294	17,220,049	14,624,896	18,710,707	19,264.801
Laths,	tons,	1,377	1.352	1,339	1,103	1,151	1,032
Leather,	"	732	1,064	851	928	970	847
Millstones,	"	27	58	68	–	–	–
Merchandise, Miscellaneous,	"	61,284	85,250	56,199	50.660	69,729	72,632
Oats,	bush.	193,753	277,711	284,921	98,218	293,697	271,695
Other Agricultural Products,	"	799	1,135	1,040	625	1,623	2,721
Plaster,	tons,	2,698	3,235	2,623	4,247	7,920	8,406
Pig Iron,	"	774	1,165	460	290	434	679
Pelts and Skins,	"	433	515	302	345	457	303
Pork,	bbls.	11,979	12.603	24,112½	24,467½	19,432	32,115
Pork in Hog,	tons,	7,775	2,522	2,712	2,397	3,821	7,948
Salt,	bbls.	24,527	23,636	24,931	28,768	30,415	24,685
Stoves,	tons,	1,148	970	875	492	680	832
Shingles,	M.	12,394½	14,820	13,313	14,911½	12,651½	8,017¼
Wool,	tons,	993	1,187	1,021	923	1.180	1.247
Wheat,	bush.	582.542	1,099,080	1,084,465	755,961	930,211	1,498,898
Whiskey,	bbls.	4,878	8.686	7,455	5.777½	5.399¼	8,708
Cattle, Neat,	No.	26,840	45.740	33,590	28,993	33,464	60,857
Horses,	No.	4,002	3,775	1,517	1,039	1.171	913
Hogs,	No.	169,955	243,065	125,106	130,005	73,808	61,170
Sheep,	No.	11,830	19,320	11,057	6,117	11,611	18,491
Stone, Sand and Brick,	tons,	2,251	485	2,010	1,148	2,054¾	9,954
Wood,	cords,	383	708¾	3,599	4,154¾	3,054	1,881
Total, in tons,		249,595	328,939	276,294	235,123	295,276	378,570

[I.]

STATEMENT

Of Monthly Expenses on account of Operating the Michigan Central Railroad, from June 1, 1860, to May 31, 1861, inclusive.

Months.	Road Repairs.	Building Repairs.	Locomot'e Repairs.	Car Repairs.	Locomot'e Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Station'ry.	Telegraph Operating.	State Tax.	Miscellaneous.	Steamboats.	Total.
1860.															
June, .	$25,493 44	$2,268 13	$4,752 59	$9,174 79	$2,538 59	$2,702 68	$16,468 58	$9,992 02	$1,584 59	$906 44	$766 54	–	$2,975 53	–	$79,623 92
July, .	20,727 42	2,687 26	4,954 86	10,956 71	2,472 77	2,707 79	16,737 61	7,317 98	1,526 73	851 34	615 70	$272 65	1,409 02	–	73,237 84
August,	14,271 01	7,252 86	8,094 95	11,199 43	2,731 05	3,108 54	17,645 88	8,122 63	1,834 03	939 15	1,039 54	–	1,830 64	$1,030 76	79,100 47
Sept., .	25,566 68	4,684 15	4,205 08	8,324 38	3,506 27	3,248 91	18,439 35	11,943 65	2,035 26	1,534 20	816 72	–	4,083 75	–	88,388 40
Oct., .	19,625 64	3,000 45	6,559 64	14,015 11	4,659 04	2,036 61	20,909 04	13,942 39	2,392 09	1,399 75	773 27	142 36	1,363 52	–	90,818 91
Nov., .	7,284 16	305 10	8,304 50	9,619 17	4,268 57	2,767 99	43,621 01	10,061 52	1,572 71	708 68	809 27	2,165 15	4,015 44	–	95,503 27
Dec., .	36,297 72	4,839 82	8,424 06	10,508 46	4,596 82	4,053 00	20,002 74	8,073 82	3,125 34	2,179 00	803 89	2,951 57	5,712 65	–	111,568 89
1861.															
Jan., .	19,468 34	3,548 31	11,050 09	9,595 83	3,417 57	3,600 48	15,886 60	10,352 17	2,317 74	1,212 32	874 23	75,377 64	1,579 42	–	158,280 74
Feb., .	18,126 17	4,322 98	9,907 09	13,042 50	4,557 61	3,257 01	15,729 56	10,344 32	2,147 57	600 04	1,036 84	–	812 99	–	83,884 68
March,	13,418 70	2,142 94	8,219 25	7,588 89	3,840 55	3,254 82	18,468 65	8,536 45	1,698 92	1,450 68	1,053 74	4,580 96	3,154 49	–	77,409 04
April, .	15,358 28	2,158 57	7,104 60	9,379 43	4,014 59	2,958 83	16,248 33	10,584 18	1,525 53	1,962 68	1,090 86	–	1,620 23	–	74,006 11
May, .	*53,242 88	3,635 73	3,446 68	1,808 24	5,308 27	3,612 82	36,102 31	8,517 60	1,457 91	1,169 18	1,880 06	3,098 53	2,621 87	–	125,902 08
Totals, .	268,880 44	$40,846 30	$85,023 39	115,212 94	$45,911 70	$37,309 48	256,259 66	117,788 73	$23,218 42	$14,913 46	$11,560 66	$88,588 86	$31,179 55	$1,030 76	1,137,724 35

* Embraced in this are new rails amounting to $36,305.81.

[K.]

STATEMENT *of Miles run by Locomotives from June* 1, 1860, *to May* 31, 1861, *inclusive.*

MONTHS.	Miles. Passenger Trains.	Miles. Freight Trains.	Miles. Working Trains.	Miles. Total.
1860.				
June, ...	40,242	29,688	12,445	82,375
July, ...	39,124	30,298	10,923	80,345
August, ...	39,159	43,232	11,698	94,089
September, ...	45,284	55,298	14,872	115,454
October, ...	40,116	63,774	14,810	118,700
November, ...	42,391	53,456	15,227	111,074
December, ...	42,245	35,861	14,033	92,139
1861.				
January, ...	44,184	58,723	14,390	117,297
February, ...	49,105	49,919	14,479	113,503
March, ...	41,313	34,007	15,115	90,435
April, ...	50,432	42,985	12,928	106,345
May, ...	48,520	48,642	12,345	109,507
Totals, ...	522,115	545,883	163,265	1,231,263

[L.]

SCHEDULE *and Description of Locomotives.*

NAMES.	Where Built.	Cylinders.	Diameter of Drivers,	No. of Drivers.
Ranger,	Detroit Locom. Works,	16—22	5 ft. 6 in.,	4
Rambler,	" " "	"	"	4
Rattler,	" " "	"	"	4
Rover,	" " "	"	"	4
Racer,	" " "	"	"	4
Rusher,	" " "	"	"	4
Bald Eagle,	Manchester,	16—20	"	4
White Eagle,	"	"	"	4
Grey Eagle,	"	"	"	4
Black Eagle,	"	"	"	4
American Eagle,	"	"	"	4
Golden Eagle,	"	"	"	4
White Cloud,	"	"	"	4
Flying Cloud,	"	"	"	4
Rocket,	"	"	"	4
Storm,	"	"	"	4
North Wind,	"	"	"	4
East Wind,	"	"	"	4
South Wind,	"	"	"	4
West Wind,	"	"	"	4
Whirlwind,	"	"	"	4
Trade Wind,	"	"	"	4
Arab,	Detroit Locom. Works,	"	"	4
Mameluke,	" " "	"	"	4
Circassian,	" " "	"	"	4
Corsair,	" " "	"	"	4
Egyptian,	" " "	"	"	4
Persian,	" " "	"	"	4
Grey Hound,	Lowell,	16—22	"	4
Stag Hound,	"	"	"	4
Fox Hound,	"	"	"	4
Wolf Hound,	"	"	"	4
Pioneer,	Hinckley & Drury,	15—18	5 feet.	4
Herald,	" "	"	"	4
Reindeer,	" "	"	"	4
Antelope,	" "	"	"	4
Mayflower,	" "	"	"	4
Comet,	Michigan Central Shop,	14—20	"	4
Gazelle,	" " "	"	"	4
Torrent,	" " "	"	"	4
Hurricane,	" " "	15—18	"	4
Cataract,	" " "	"	"	4
Jupiter,	Manchester,	16—20	4 feet.	6
Saturn,	"	"	"	6
Neptune,	"	"	"	6
Pluto,	"	"	"	6
Black Bear,	Detroit Locom. Works,	"	"	6

SCHEDULE *of Locomotives*—Continued.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Rocky Mountain, .	Hinckley & Drury, . .	16—20	4 feet.	6
Salamander, . . .	" " . .	"	"	6
Ætna, ...	" " . .	"	"	6
Samson, ...	Michigan Central Shop,	"	"	6
Giant, ...	" " "	"	"	6
Tiger, ...	" " "	"	"	6
Ajax, ...	Manchester, ...	15—24	4 ft. 6 in.,	4
Atlas, ...	"	"	"	4
Ceres, ...	"	"	"	4
Stranger, ...	"	"	5 feet.	4
Foreigner, ...	Rogers, ...	15—22	"	4
Saxon, ...	"	16—22	4 ft. 10 in.,	4
America, ...	"	"	"	4
Dolphin, ...	Schenectady, ...	15—22	4 ft. 6 in.,	4
Grampus, ...	"	16—22	4 ft. 10 in.,	4
Porpoise, ...	"	"	"	4
Mars, ...	Detroit Locom. Works,	"	"	4
White Bear, . . .	" " "	"	"	4
Niagara, ...	" " "	"	"	4
Peninsula, ...	" " "	"	"	4
Washington, . . .	" " "	"	"	4
Twilight, ...	" " "	"	"	4
Atlantic, ...	" " "	"	"	4
Pacific, ...	" " "	"	"	4
Arctic, ...	" " "	"	"	4
Baltic, ...	" " "	"	"	4
Challenge, ...	Michigan Central Shop,	16—20	5 ft. 6 in.,	4
Defiance, ...	" " "	"	"	4
Goliah, ...	" " "	16—22	4 ft. 10 in.,	4
Vesuvius, ...	" " "	"	"	4
Hecla, ...	" " "	"	"	4
Grizzly Bear, . . .	" " "	"	"	4
Brown Bear, . . .	" " "	"	"	4
Lion, ...	" " "	"	"	4
North Sea, ...	Manchester, ...	"	"	4
South Sea, ...	"	"	"	4
Red Sea, ...	"	"	"	4
Caspian Sea, . . .	"	"	"	4
Black Sea, ...	"	"	"	4
White Sea, ...	"	"	"	4
Globe, ...	Globe Works, ...	16—20	4 ft. 6 in.,	4
Hinckley, ...	Boston Locom. Works, .	14—22	"	4
Vulcan, ...	Hinckley & Drury, . .	15—20	"	4
Hercules, ...	Michigan Central Shop,	"	"	4
Battle Creek, . . .	" " "	"	"	4
5 Training Engines,	Boston Locom. Works, .	12—20	4 feet.	4
1 Training Engine, .	Michigan Central Shop,	12—17	"	4

Total number of Locomotives, 98.

[M.]

STATEMENT *showing the number of Cars of each kind owned by the Company, all of their own manufacture.*

PASSENGER CARS.

62 first class, with 12 wheels.
8 first class, with 12 wheels, with sleeping seats.
3 drover's sleeping cars.
12 second class cars, with 8 wheels, for emigrants, and adapted for loading with certain kinds of clean freight eastward.

BAGGAGE CARS.

14 with 8 wheels.
9 with 12 wheels.

FREIGHT CARS.

26 covered, 8-wheel way cars, for use of men in charge of live stock, and conductors.
986 covered, with 8 wheels.
42 covered, with 4 wheels.
6 open, with 4 wheels.

GRAVEL AND OTHER CARS.

90 hand cars.
20 gravel cars, single dumpers.
21 gravel cars, hand dumpers.
120 wood and repairing cars.